

**WICOMICO COUNTY
HISTORIC SITE SUMMARY SHEET**

SURVEY NO.: ~~WI-217~~ WI-674

NAME: Leonard Mill Pond Bridge (US 13 Northbound)
MDOT Bridge No. 22002-01

LOCATION: US 13 Northbound over Leonard Mill Pond, between Delmar and Salisbury

DATE: 1940

ACCESS: Public

DESCRIPTION:

Bridge No. 22002-01 is a three-span, concrete, girder structure with decorative metal railings. The bridge's overall length is 78 feet made up of three 26-foot sections. Poured concrete posts secure the sections of railing, which featured short and long sections of vertical rod members with a central diamond shape. The total width of the structure is 36'4" including a 29-foot two-lane roadway, three-foot shoulders, and railing. The superstructure is supported by six steel girders. Concrete anchors at the end of the bridge secure the superstructure to the concrete abutments. Metal guiderail is fastened to each of the four bridge anchors. The bridge was constructed by the State Roads Commission of Maryland as part of statewide road improvement programs aimed at upgrading transportation facilities for local as well as regional traffic needs.

SIGNIFICANCE:

Leonard Mill Pond Bridge (Bridge No. 22002-01) retains sufficient integrity and architectural detailing in its design as well as historical association with the state's transportation system growth to be eligible for listing in the National Register of Historic Places under Criteria A and C. Under Criterion A, the bridge is one of the few remaining examples of concrete beam bridges constructed during the pre-World War II period. It is one of only ten such triple span bridges in the state. The structure was built during a period of bridge design standardization by the Maryland State Roads Commission. This important period (1910-40) saw the rise of standard bridge designs in an effort to improve safety while at the same time saving the state effort and money. Standardization grew out of the original early twentieth-century Good Roads movement, which focused on improving the primary routes through the state as well upgrading the connecting roads between counties. Improvements promoted by the movement included widening, straightening, and grading roadways and constructing new bridges. The State Roads Commission with its standardized designs developed as a result of this early movement. During this period, the state developed standardized designs for various types of concrete bridges, of which Bridge No. 22002-01 was one.

Under Criterion C, Bridge No. 22002-01 is a good example of a concrete beam structure built from one of the state's approved designs. Its lack of significant alterations makes the bridge an unaltered representative of the type and demonstrates the stability of its overall design. The ornate metal railing is a departure from the State's more utilitarian railing design and is evidence of a bit of decorative individuality in this structure through the artistic treatment of a non-structural element.

The bridge was determined to be eligible by the Maryland Historical Trust and this documentation is provided as mitigation for a MOA between the Maryland Historical Trust and the State Highway Administration/Federal Highway Administration.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

Inventory No.

WI-674
WI-217

1. Name of Property (indicate preferred name)

historic Leonard Mill Pond Bridge
other MDOT Bridge No. ~~2202-01~~ (US 13 Northbound)

2. Location

22002-01

street and number US 13 over Leonard Pond Run not for publication
city, town Salisbury/Avalon area ☒ vicinity
county Wicomico

3. Owner of Property (give names and mailing addresses of all owners)

name Maryland Department of Transportation, State Highway Administration
street and number 707 North Calvert Street, PO Box 717 telephone
city, town Baltimore state MD zip code 21202

4. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Courthouse tax map and parcel map 20; no parcel
city, town Salisbury liber folio

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☒ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function		Resource Count	
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	<input type="checkbox"/> landscape	Contributing	Noncontributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> recreation/culture	_____	_____ buildings
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> defense	<input type="checkbox"/> religion	_____	_____ sites
<input type="checkbox"/> site		<input type="checkbox"/> domestic	<input type="checkbox"/> social	1	_____ structures
<input type="checkbox"/> object		<input type="checkbox"/> education	<input checked="" type="checkbox"/> transportation	_____	_____ objects
		<input type="checkbox"/> funerary	<input type="checkbox"/> work in progress	_____	_____ Total
		<input type="checkbox"/> government	<input type="checkbox"/> unknown		
		<input type="checkbox"/> health care	<input type="checkbox"/> vacant/not in use		
		<input type="checkbox"/> industry	<input type="checkbox"/> other:		
				Number of Contributing Resources previously listed in the Inventory	
				1	

7. Description

Inventory No.

WI-217

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Leonard Mill Pond Bridge carries US 13 over Leonard Pond just north of the Wicomico County seat of Salisbury. US 13 travels in a north-south direction along the Delmarva Peninsula and is generally known as the Ocean Highway because of its easy access to the peninsula's shoreline. The heavily traveled federal route is a divided highway. Therefore, Leonard Mill Pond Bridge consists of two separate structures: 1) Bridge No. 22002-01, built in 1940, carries the northbound traffic; and 2) Bridge No. 22002-02, built in 1953, carries the southbound traffic. Although the two bridges are identical in design and function, this form only documents Bridge No. 22002-01, the one of the two structures that is currently older than 50 years.

Bridge No. 22002-01 is a three-span, concrete, girder structure with decorative metal railings. The bridge's overall length is 78 feet made up of three 26-foot sections. Poured concrete posts secure the sections of railing, which featured short and long sections of vertical rod members with a central diamond shape. The total width of the structure is 36'4" including a 29-foot two-lane roadway, three-foot shoulders, and railing. The superstructure is supported by six steel girders. Concrete anchors at the end of the bridge secure the superstructure to the concrete abutments. Metal guiderail is fastened to each of the four bridge anchors. The bridge was constructed by the State Roads Commission of Maryland as part of statewide road improvement programs aimed at upgrading transportation facilities for local as well as regional traffic needs.

Bridge inspection reports do not indicate that Bridge No. 22002-01 has undergone any significant alterations since its construction in 1940. However, the 1953 construction of the adjacent bridge, which carries the southbound traffic, may have prompted improvements to the earlier structure. The plans for the later bridge, which date to 1952, indicate that every effort was made to duplicate the earlier bridge's design from the size of the structure, to construction specifications, to the decorative metal railing.

Bridge No. 22002-01 was previously documented in 1996 by KCI Technologies, Inc. as part of the statewide bridge survey prepared for the Maryland State Highway Administration. That form made no recommendation about the eligibility of the structure. The bridge was subsequently determined eligible for the National Register by the Maryland Historical Trust.

8. Significance

Inventory No.

WI-217

Period	Areas of Significance	Check and justify below			
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates 1940 **Architect/Builder** State Roads Commission of Maryland

Construction dates 1940 (northbound bridge); 1953 (southbound bridge)

Evaluation for:

☐ National Register

☐ Maryland Register

☐ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Significance

Leonard Mill Pond Bridge (Bridge No. 22002-01) retains sufficient integrity and architectural detailing in its design as well as historical association with the state's transportation system growth to be eligible for listing in the National Register of Historic Places under Criteria A and C. Under Criterion A, the bridge is one of the few remaining examples of concrete beam bridges constructed during the pre-World War II period. It is one of only ten such triple span bridges in the state. The structure was built during a period of bridge design standardization by the Maryland State Roads Commission. This important period (1910-40) saw the rise of standard bridge designs in an effort to improve safety while at the same time saving the state effort and money. Standardization grew out of the original early twentieth-century Good Roads movement, which focused on improving the primary routes through the state as well upgrading the connecting roads between counties. Improvements promoted by the movement included widening, straightening, and grading roadways and constructing new bridges. The State Roads Commission with its standardized designs developed as a result of this early movement. During this period, the state developed standardized designs for various types of concrete bridges, of which Bridge No. 22002-01 was one.

Under Criterion C, Bridge No. 22002-01 is a good example of a concrete beam structure built from one of the state's approved designs. Its lack of significant alterations makes the bridge an unaltered representative of the type and demonstrates the stability of its overall design. The ornate metal railing is a departure from the State's more utilitarian railing designs and is evidence of a bit of decorative individuality in this structure through the artistic treatment of a non-structural element.

Narrative History

The predecessor to US Route 13 in Maryland was a narrow local road running through Wicomico, Somerset, and Worcester counties. At a more regional scale, the road traversed the Delmarva Peninsula in a north-south direction connecting the states of Delaware, Maryland, and Virginia. Along its length in Maryland, the road passed through the small rural communities of Delmar, Salisbury, Fruitland, Princess Anne, and Pocomoke City. These communities were mostly agricultural in nature and the road was a main transportation link to market cities to the north.

Prior to 1900, road building was done at a local level with no consistency between counties or states. The increased use of automobiles and the deplorable condition of local roads in the first decade of the twentieth century led to the country's Good Roads Movement. This movement called for centralized management, federal funding, and professional engineers as highway planners (Rose 1990:8). Its top priority was improving primary state roads and connecting county roads to ease vehicular travel. Improvements included widening, straightening, and grading roads. The replacement of outdated bridges with wider and stronger structures was also an important priority. Maryland's Good Roads Movement was spearheaded in 1908 (P.A.C. Spero & Associates and Louis Berger & Associates 1995:26). Soon after, the Maryland State Roads Commission was formed. In 1912, district engineering offices were instituted with Wicomico's office located in Salisbury. By 1917, every state had created a road department staffed by civil engineers.

Maryland Historical Trust Maryland Inventory of Historic Properties Form

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Leonard Mill Pond Bridge (US 13 Northbound) MDOT Bridge No. 22002-01 Continuation Sheet

Number 8 Page 1

Narrative History (continued)

To receive federal funds for road construction, each state had to designate seven percent of its rural mileage as part of the federal-aid primary network (Rose 1990:8-9). Between 1920 and 1923, nineteen miles of concrete roadway were built in Wicomico County using federal and state-aid funding. In 1924, the Maryland State Roads Commission published a volume of annual reports (1920-23) stating that the most important section built during this period was the section from Salisbury north to Delmar (Maryland State Roads Commission 1924:49). This section did not originally cross over Leonard Pond, but skirted the western end crossing over the much narrower Leonard Pond Run. Two years later, the federal government initiated a system of uniform route markings giving US 13 its current federal route designation.

During this period, standardization of such road-related features as bridges and culverts began. The roads movement required the construction or reconstruction of inadequate bridges. Standard construction designs saved time, labor, and money. Standard designs also created consistency in highway appearance when traveling Maryland's roads. In the 1930s, the Maryland State Roads Commission increased its emphasis on standardized designs in response to the increased numbers of tractor-trailers on the roadways. The majority of the bridge designs were created for strong concrete structures able to carry a substantial amount of high-speed weight.

During the Depression of the 1930s, President Roosevelt invested federal money into an aggressive highway construction program aimed at creating jobs and stimulating the economy. The highway program continued to flourish throughout the end of the 1930s. In 1940, sections of US 13 were straightened, including that at Leonard Pond. The Wicomico County bridge carrying US 13 over Leonard Mill Pond was built. The new bridge was a wider, three-span, concrete structure, currently known as Bridge No. 22002-01. Its concrete beam form was a standardized bridge design, but the structure was longer than most of the State Road Commission's early designs. The bridge was unique in that its decorative metal railing was a departure from the standardized concrete balustrade.

The highway construction program continued in earnest during the 1940s and 1950s in response to American's entrance into World War II and the Korean War. During this period, dozens of roads were designated as defense highways. These highways were used for troop, war material, and supply movement to and from continental military installations. Many of these roads were upgraded to dualized or divided highways to handle the increased traffic. In 1953, US 13 was dualized. US 13 may have been used as a defense highway given the military bases along the peninsula particularly in Virginia. As part of the upgrade, US 13 was also partially built on a new alignment to bypass the small rural towns that it once passed through. From the Delaware-Maryland state line south to a point just north of Leonard Pond Run, the road was built on a new alignment, with the original US 13 through Delmar redesignated as MD 675. From that point south to Salisbury, the road was dualized, but followed the original alignment. The existing two-lane bridge over Leonard Mill Pond became the northbound highway and a second two-lane road with a bridge was constructed adjacent to the existing road to serve as the southbound highway. The new bridge was designed with specifications identical to those of the earlier bridge. Even the decorative metal railing was duplicated. The construction of an identical highway bridge reaffirmed the stability and success of Maryland's standardized bridge designs as well as maintaining consistency in bridge appearance and detailing.

Currently, US 13 is a heavily traveled corridor that connects Philadelphia to Norfolk, Virginia. It is commonly known as the Ocean Highway since its north-south route along the Delmarva Peninsula has easy access to beach destinations on both the Chesapeake Bay and Delaware Bay/Atlantic Ocean. The corridor remains dualized, but is not a limit-access road. Commercial strips, business, and residential developments are local along its length. Across the pond off the northwest corner of the Leonard Mill Pond Bridge is the Leonard Mill Park Tourist Information Center, which is the welcome center of Wicomico County.

The bridge was determined to be eligible by the Maryland Historical Trust and this documentation is provided as mitigation for a MOA between the Maryland Historical Trust and the State Highway Administration/Federal Highway Administration.

9. Major Bibliographical References

Inventory No.

WI-674

WI-217

Bishop, Margaret A. and Michell M. Lupien (KCI Technologies, Inc.)

1996 Maryland Inventory of Historic Properties – Historic Bridge Inventory Form for US 13 NB over Leonard Mill Pond Run (WI-217). Form prepared for the Maryland State Highway Administration and the Maryland Historical Trust.

Maryland State Roads Commission

1952 Superstructure Details Plan and Plan, Elevation & Substructure Details for Concrete Girder Bridge US Route 13 over Leonard Pond. Plans on file at the Office of Bridge Design, Maryland State Highway Administration, Baltimore.

see Continuation Sheet 9-1 for additional Bibliographical References

10. Geographical Data

Acreage of surveyed property less than one acre
Acreage of historical setting same as above
Quadrangle name Delmar, MD-DE

Quadrangle scale: 1:20,000

Verbal boundary description and justification

The recommended National Register boundary for the Leonard Mill Pond Bridge (US 13 Northbound) includes a rectangular area measuring approximately 100 feet by 50 feet that is centered on the bridge. The boundary includes the bridge, its abutments, and associated roadway.

The boundary was drawn to encompass only the bridge and its associated features.

11. Form Prepared by

name/title	Wendy Zug-Gilbert (Principal Investigator)		
organization	Archaeological and Historical Consultants, Inc.	date	July 2002
street & number	101 N. Pennsylvania Avenue, PO Box 482	telephone	(814) 364-2135
city or town	Centre Hall	state	PA

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
DHCD/DHCP
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Maryland Historical Trust Maryland Inventory of Historic Properties Form

WI-674
Inventory No. ~~WI-217~~

Leonard Mill Pond Bridge (US 13 Northbound) MDOT Bridge No. 22002-01 Continuation Sheet

Number 9 Page 1

9. Bibliography (continued)

Maryland State Roads Commission

1940 Superstructure Details Plan for Concrete Girder Bridge over Leonard Pond. Plan on file at the Office of Bridge Design, Maryland State Highway Administration, Baltimore.

1924 13th, 14th, 15th and 16th Annual Reports of the State Roads Commission for Years 1920, 1921, 1922 and 1923 to General Assembly of Maryland, Baltimore. Maryland State Roads Commission, Baltimore.

P.A.C. Spero & Company and Louis Berger & Associates

1995 Historic Highway Bridges in Maryland: 1631-1960, Historic Context Report. Prepared for the Maryland State Highway Administration and the Maryland Historical Trust.

Rose, Mark H.

1990 *Interstate: Express Highway Politics, 1939-1989*. Revised edition, originally published in 1979. The University of Tennessee Press, Knoxville.

United States Geologic Survey

1992 *Delmar, MD-DE*. 7.5' topographic quadrangle.

1983 *Delmar, MD-DE*. 7.5' topographic quadrangle. First published in 1942, photorevised 1983.

1942 *Delmar, MD-DE*. 7.5' topographic quadrangle.

1901 *Salisbury, MD-DE*. 15' topographic quadrangle.

PRESERVATION VISION 2000: THE MARYLAND PLAN
STATEWIDE HISTORIC CONTEXTS

I. GEOGRAPHIC REGION:

- X EASTERN SHORE (ALL EASTERN SHORE COUNTIES AND CECIL)
WESTERN SHORE (ANNE ARUNDEL, CALVERT, CHARLES, PRINCE GEORGE'S, ST. MARY'S)
PIEDMONT (BALTIMORE CITY, BALTIMORE, CARROLL, FREDERICK, HARFORD,, HOWARD,
MONTGOMERY)
WESTERN MARYLAND (ALLEGANY, GARRETT, WASHINGTON)

II. CHRONOLOGICAL/DEVELOPMENTAL PERIODS:

- RURAL AGRARIAN INTENSIFICATION (A.D. 1680-1815)
AGRICULTURAL-INDUSTRIAL TRANSITION (A.D. 1815-1870)
INDUSTRIAL/URBAN DOMINANCE (A.D. 1870-1930)
X MODERN PERIOD (A.D. 1930-PRESENT)
UNKNOWN PERIOD (PREHISTORIC; HISTORIC)

III. HISTORIC PERIOD THEMES:

- AGRICULTURE
X ARCHITECTURE, LANDSCAPE, ARCHITECTURE, AND COMMUNITY PLANNING
ECONOMIC (COMMERCIAL AND INDUSTRIAL)
GOVERNMENT/LAW
MILITARY
RELIGION
SOCIAL/EDUCATIONAL/CULTURAL
X TRANSPORTATION

IV. RESOURCE TYPE:

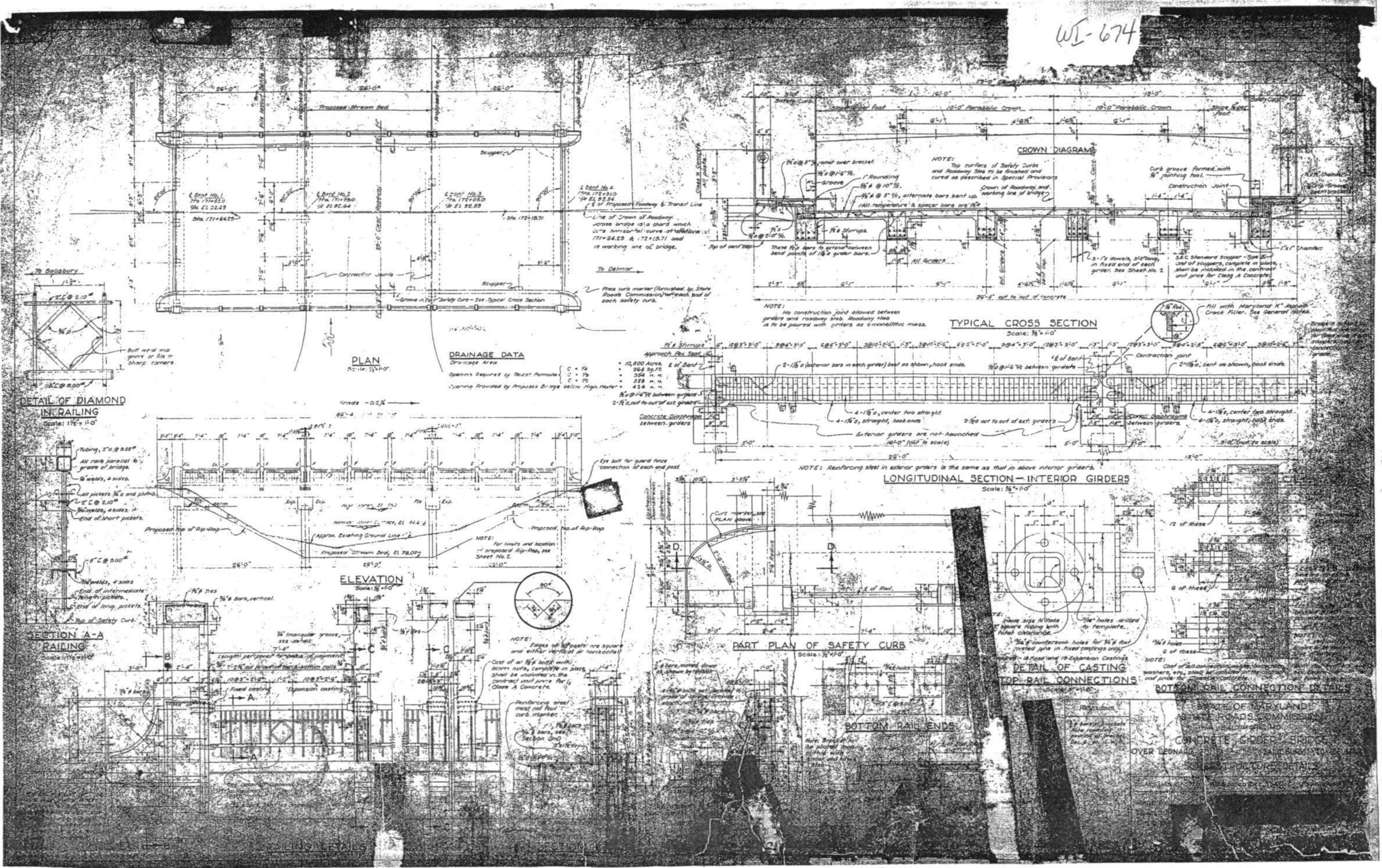
CATEGORY: bridge

HISTORIC ENVIRONMENT: rural

HISTORIC FUNCTION(S) AND USE(S): transportation

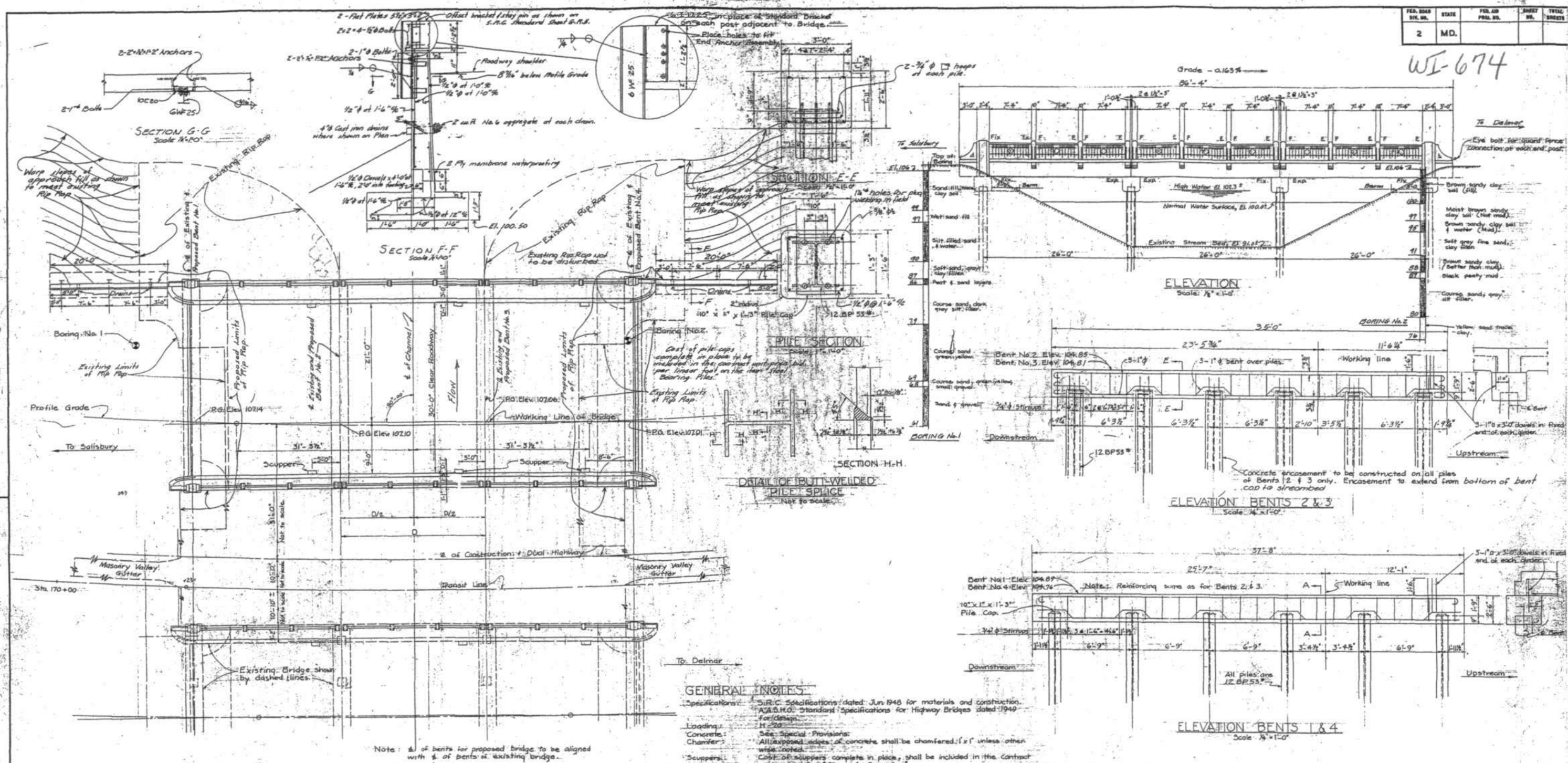
KNOWN DESIGN SOURCE: standardized highway bridge design developed by MD State Roads Commission

WI-674



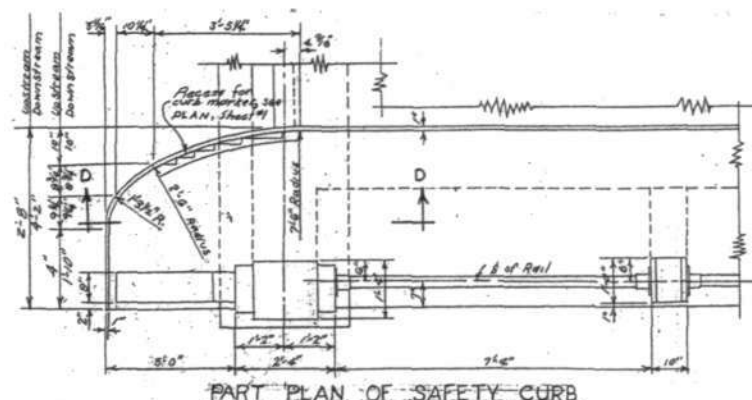
1940 Superstructure Details for US 13 NB over Leonard Pond

WI-674

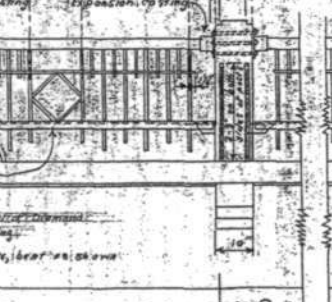
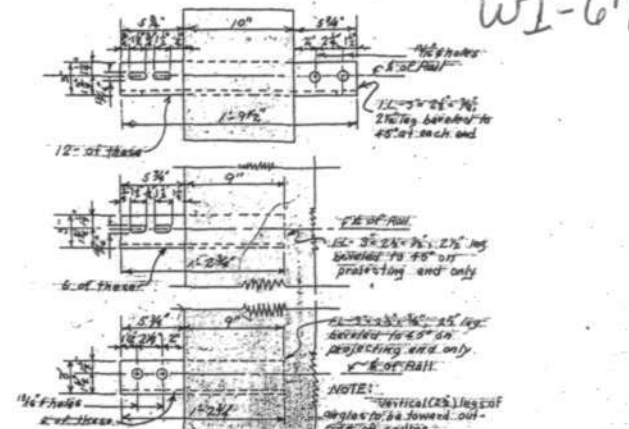
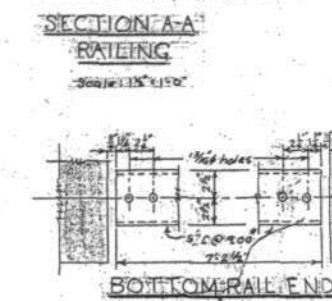
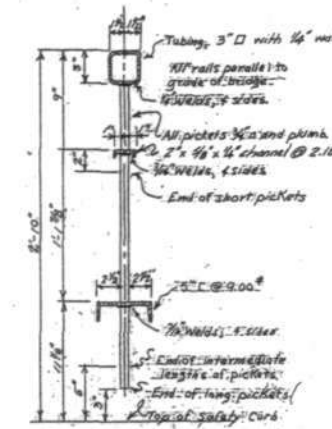
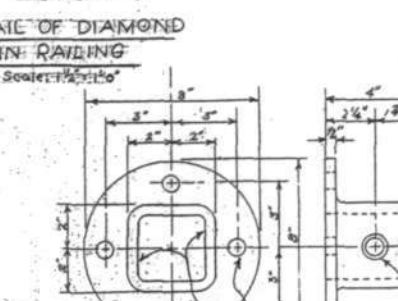
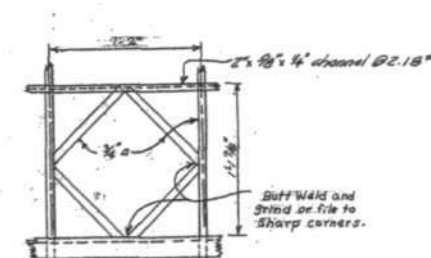
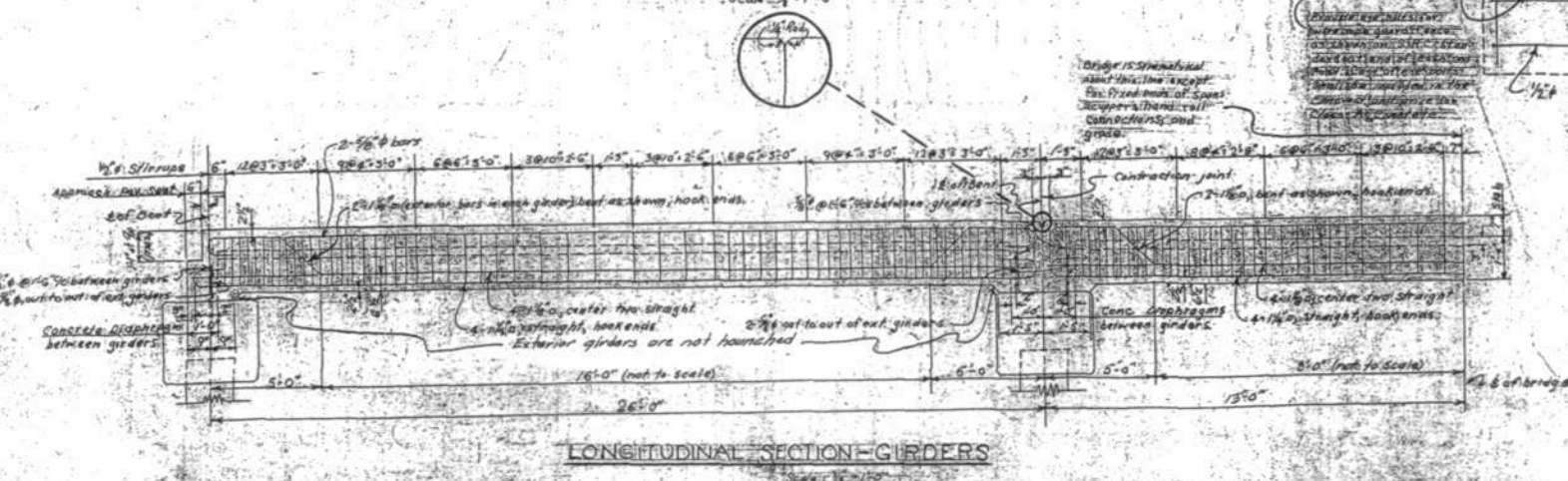
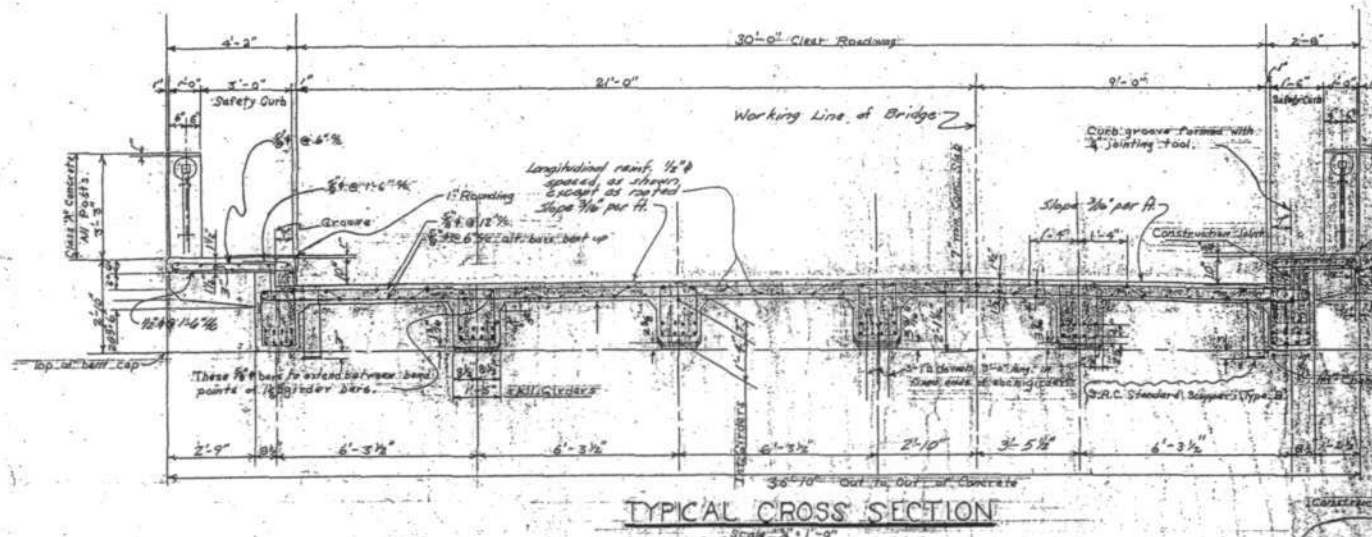


1952 Plan, Elevation and Substructure Details for US 13 SB over Leonard Mill Pond

WI-674

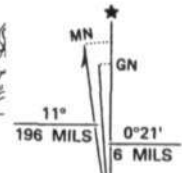


NOTE:
No construction joints allowed between girders and roadway slab. Roadway slab is to be poured with girders and brackets as a monolithic mass.

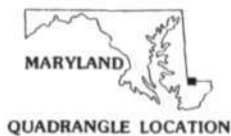


REVISIONS		STATE OF MARYLAND STATE ROADS COMMISSION BALTIMORE, MD.	
		CONCRETE GIRDER BRIDGE	
		U.S. RT. 13 OVER LEONARD POND SALISBURY - DEERMAN	
		SUPERSTRUCTURE DETAILS	
SCALE AS SHOWN		DATE AUGUST 1952 CONTRACT NO. 13-11	
MADE BY P.S.S.		APPROVED	
TRACED BY		DEPUTY CHIEF ENGINEER	
CHECKED BY D.W.C.		9/19/52	
APPROVED		ENGINEER OF BRIDGE DESIGN	
9/19/52		SHEET NO. 2 OF 2	

Leonard Mill Pond Bridge (~~WI-217~~)
US 13 NB over Leonard Mill Pond
MD Bridge No. 22002-01
Wicomico County, Maryland
Delmar, MD-DE Quadrangle (1992)
Location Map



SCALE 1:24 000





WI-674

Leonard Mill Pond Bridge

US 13 over Leonard Pond

MDOT Bridge No. 22600-01 NB

Wicomico Co., MD

Wendy Eng-Gilbert

7/02

Maryland SHPO

view of bridge with US 13 NB on left facing south

1/12



W11-674

Leonard Mill Pond Bridge

US 13 NB over Leonard Pond

MDOT Bridge No 22002-01

Wicomico Co, MD

Wendy Eng-Gilbert

7/02

Maryland > HPO

VIEW of bridge with V&B NB on right, facing north

2/12



WI-674

Leonard Mill Pond Bridge

US 13 NB over Leonard Pond

MDOT Bridge No. 22602-01

Wicomico Co, MD

Wendy Zug-Elliott

7/02

Maryland SHPo

view of southern approach to bridge, facing north

3/12



WI-694

Leonard Mill Pond Bridge

US 13 NB over Leonard Pond

MDOT Bridge No. 22062-01

Wicomico Co, MD

Wendy Eng-Gilbert

7/02

Maryland SHPO

view of northern approach from bridge, facing north

4/12



WI-674

Leonard Mill Pond Bridge
US 15 NB over Leonard Pond
MDOT Bridge No. 22002-01
Wicomico Co. MD

Wendy Eng-Cihort
7/02

Maryland State

east elevation

5/12



WI-674

Leonard Mill Pond Bridge

US 13 NB over Leonard Pond

MDOT Bridge No. 22002-01

Wicomico Co., MD

Wendy Eng-Gilbert

T/02

Maryland SHPO

West deviation

6/12



WI-674

Leonard Mill Pond Bridge

VS 13 NB over Leonard Pond

MDOT Bridge No 22002-01

Wicomico Co, MD

Wendy Eng-Glover

7/02

Maryland SHRO

Substructure on West elevation

7/12



WI-674

Leonard Mill Pond Bridge
US 13 NB over Leonard Pond
MDOT Bridge No. 22002-01

Wicomico Co, MD

Wendy Eug - Gilbert

7/02

Maryland SHRO

eastern balustrade and sidewalk

8/12



WI-674

Leonard Mill Pond Bridge

US 13 NB over Leonard Pond

MDOT Bridge No. 22002-01

Wicomico Co, MD

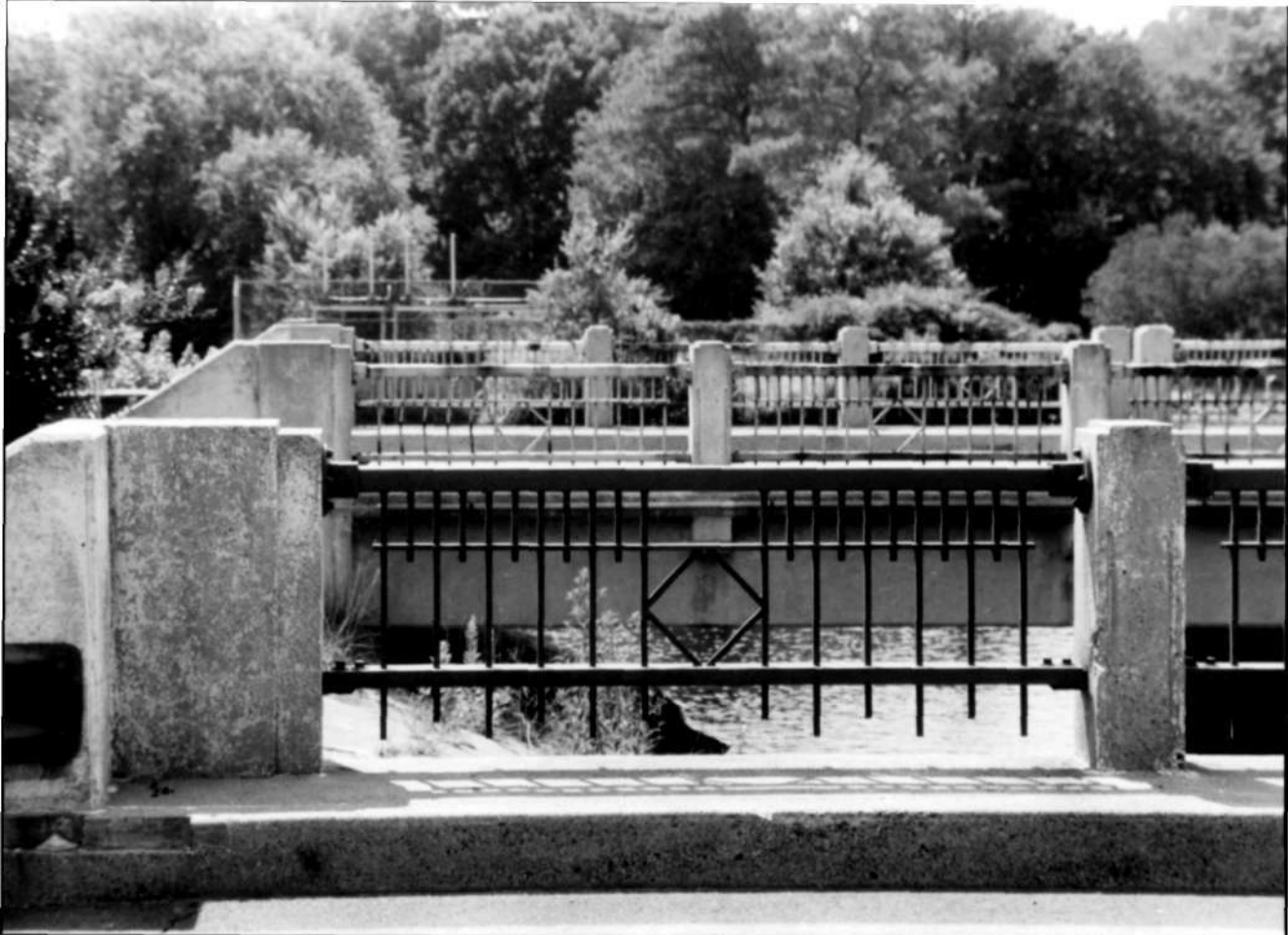
Wendy Zug-Curtis

7/02

Maryland SHPO

detail of west balustrade with later 1953 SB
bridges in background.

9/12



WI-674

Leonard Mill Pond Bridge

US 13 NB over Leonard Pond

MDOT Bridge No 24002-01

Wicomico Co, MD

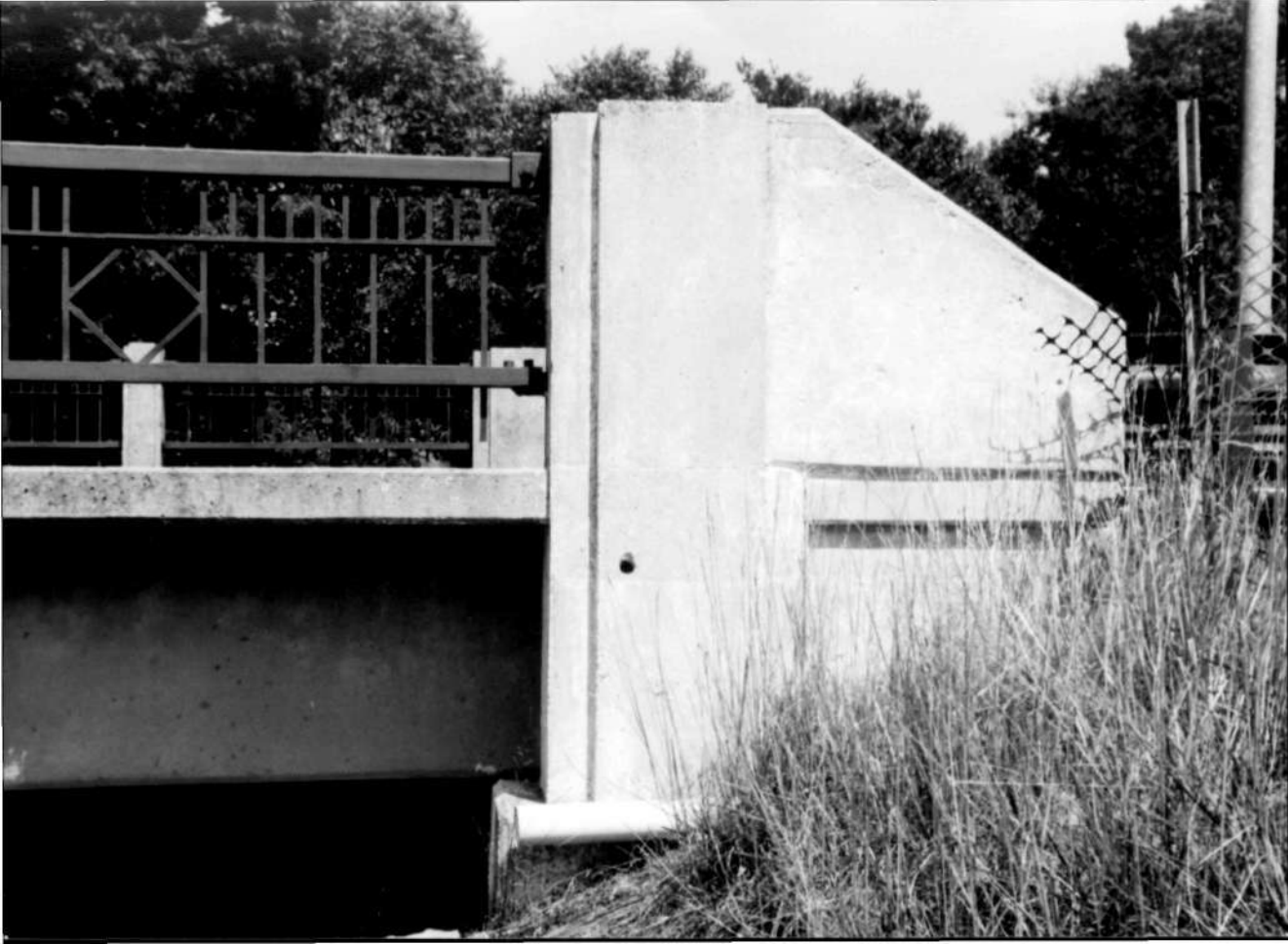
Wendy Eng-Liheart

7/02

Maryland SHPO

detail showing similarity of railing on 1953 SB bridge
compared to that of earlier NB bridge

10/12



WI-674

Leonard Mill Pond Bridge

US 13 NB over Leonard Pond

MDOT Bridge No. 24002-01

Wicomico Co., MD

Wendy Eng-birkner

7/02

Maryland THPO

detail of NE endpiece of balustrade

11/12



WI-674

Leonard Mill Pond Bridge

US 13 NB over Leonard Pond

MDOT Bridge No. 22002-01

Wicomico Co., MD

Wendy Zug-Griswold

7/02

Maryland SHPO

detail of abutment and retaining wall at SW end
of 1955 SB bridge

12/12

Maryland Historical Trust

Maryland Inventory of Historic Properties number:

Name: _____

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST

Eligibility Recommended	X
-------------------------	---

Eligibility Not Recommended

Criteria: A B C D Considerations: A B C D E F G None

Comments:

Reviewer, OPS: Anne E. Bruder

Date: 3 April 2001

Reviewer, NR Program: Peter E. Kurtze

Date: 3 April 2001

MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST

MHT NO. WI-217NAME AND SHA NO.: 22002LOCATIONRoad Name and Number: US 13 NB over Leonard's Mill Pond RunCity/Town: Avalon ☒ vicinityCounty: WicomicoOwnership: ☒ State ☐ County ☐ Municipal ☐ OtherBridge projects over: ☐ Road ☐ Railway ☒ Water ☐ LandIs bridge located within designated district?: ☐ yes ☒ no☐ NR listed district ☐ NR determined eligible district☐ locally designated ☐ otherName of District ☐BRIDGE TYPE☐ Timber Bridge☐ Beam Bridge ☐ Truss-Covered ☐ Trestle ☐ Timber-and-Concrete☐ Stone Arch Bridge☐ Metal Truss Bridge☐ Moveable Bridge☐ Swing ☐ Bascule Single Leaf ☐ Bascule Multiple Leaf☐ Vertical Lift ☐ Retractable ☐ Pontoon☐ Metal Girder☐ Rolled Girder ☐ Rolled Girder Concrete Encased☐ Plate Girder ☐ Plate Girder Concrete Encased☐ Metal Suspension☐ Metal Arch☐ Metal Cantilever☒ Concrete☐ Concrete Arch ☐ Concrete Slab ☒ Concrete Beam ☐ Rigid Frame☐ Other Type Name ☐

**MARYLAND INVENTORY OF HISTORIC PROPERTIES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION
MARYLAND HISTORICAL TRUST**

WI-674
MHT NO. WI-217

DESCRIPTION

Describe the Setting:

Bridge 22002 carries US 13 NB over Leonard's Mill Pond Run near the Salisbury area of Wicomico County. US 13 runs in a north-south direction, and Leonard's Mill Pond Run flows west-east. The creek drains into a retention pond adjacent to US 13. The bridge is situated in an urban area near the small town of Avalon. This area lies within the Tidewater physiographic province characterized by generally flat land crossed by tidal streams and rivers.

Describe the Superstructure and Substructure:

(Discuss points identified in Context Addendum, Section C)

Bridge 22002 is a triple-span concrete girder bridge carrying two lanes of northbound traffic for US 13. Each of the three spans have a clear span length of 26' and the total bridge length measures 78'. Decorative metal railings between concrete posts compose the balustrade. Contract files from 1940 indicate that the bridge is supported by pre-cast concrete piles.

The bridge appears to be in relatively good condition.

A survey of historic concrete beam bridges undertaken by the Maryland State Highway Administration in the Fall of 1995 identified 113 bridges of that type located throughout the state. Nine percent (10) of that total were triple-span bridges; 37 bridges (33%) were multiple span.

Discuss major alterations:

Although documentary evidence does not indicate that the bridge has undergone any major alterations, the 1952 construction of the adjoining bridge which carries the southbound lanes of US 13 may have prompted improvements to the existing structure. As-built drawings for the southbound bridge, dated 1952, illustrate the duplication of the metal and concrete parapet railing on the northbound bridge.

HISTORY

When Built: 1940

Why Built: Statewide road improvement programs and local transportation needs

Who Built: State Roads Commission of Maryland

Who Designed: Unknown

Why Altered: N/A

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Was this bridge built as part of an organized bridge building campaign?: Yes

During the 1940s, the State Roads Commission began concentrating on providing dual lane divided highways, similar to US 40 which provided a straight, wide highway able to accommodate the increased vehicular traffic of the era. US 13, a major north-south route that ran along the eastern shore of Delaware and Maryland, may also have served as access for military traffic during World War II.

SURVEYOR ANALYSIS

This bridge may have NR significance for association with:

☐ A (Events) ☐ B (Person) ☐ C (Engineering/Architectural Character)

Was this bridge constructed in response to significant events in Maryland or local history?

The improvement of Wicomico County roads most likely resulted from several events that occurred during the first three decades of the twentieth century. The original Good Roads movement was aimed toward improving the primary routes through the state as well as connecting roads between counties. A later impact of this crusade included the widening, straightening, and grading of secondary roads, and construction of new bridges to carry these rebuilt roads. Further, the rapid increase of automobile, truck, and bus traffic prompted the replacement of the existing narrow and weak bridges with new, wider, and stronger concrete structures. As time, labor, and money-saving plans created by the State Roads Commission (SRC), the establishment of district engineering offices during the 1910s and the development of standardized bridge designs also aided in the construction of modern bridges throughout the state. During the 1920s, emphasis of the SRC was on improving safety and comfort of main routes while building up the secondary roads and the farm-to-market network of feeder roads. By the 1930s, bridges believed to be adequate when initial road reconstruction was undertaken became unacceptable for modern traffic and many new structures were constructed. Finally, during the 1940s, federal funding for construction of interstate highways and roads capable of carrying military traffic spurred the construction of dualized highways, such as US 13 (north-south) and US 50 (east-west).

When the bridge was built, and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Yes, this bridge may have had a significant impact on the growth and development of the surrounding area by providing a major modern highway which increased traffic and commercial development.

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Is the bridge located in an area which may be eligible for historic designation, and would the bridge add or detract from the historic and visual character of the possible district?

No, this bridge is not located within an area which is eligible for historic district designation.
Is the bridge a significant example of its type?

Yes, due to its apparent lack of major alterations and fair condition, this bridge stands as a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum?

Yes, this bridge retains integrity of its character defining elements. Although recent reports indicate that the structure exhibits signs of age and wear, including cracking and spalling of the parapets, abutments, and wing walls, none of these character defining elements has been replaced or removed.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer, and why?

No, this bridge is not a significant example of the work of the manufacturer, designer, and/or engineer. This bridge was most likely built to standard state specifications, which corresponded to the structure's span length and year.

Should this bridge be given further study before significance analysis is made, and why?

No, this bridge should not receive further study.

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SURVEYOR INFORMATION

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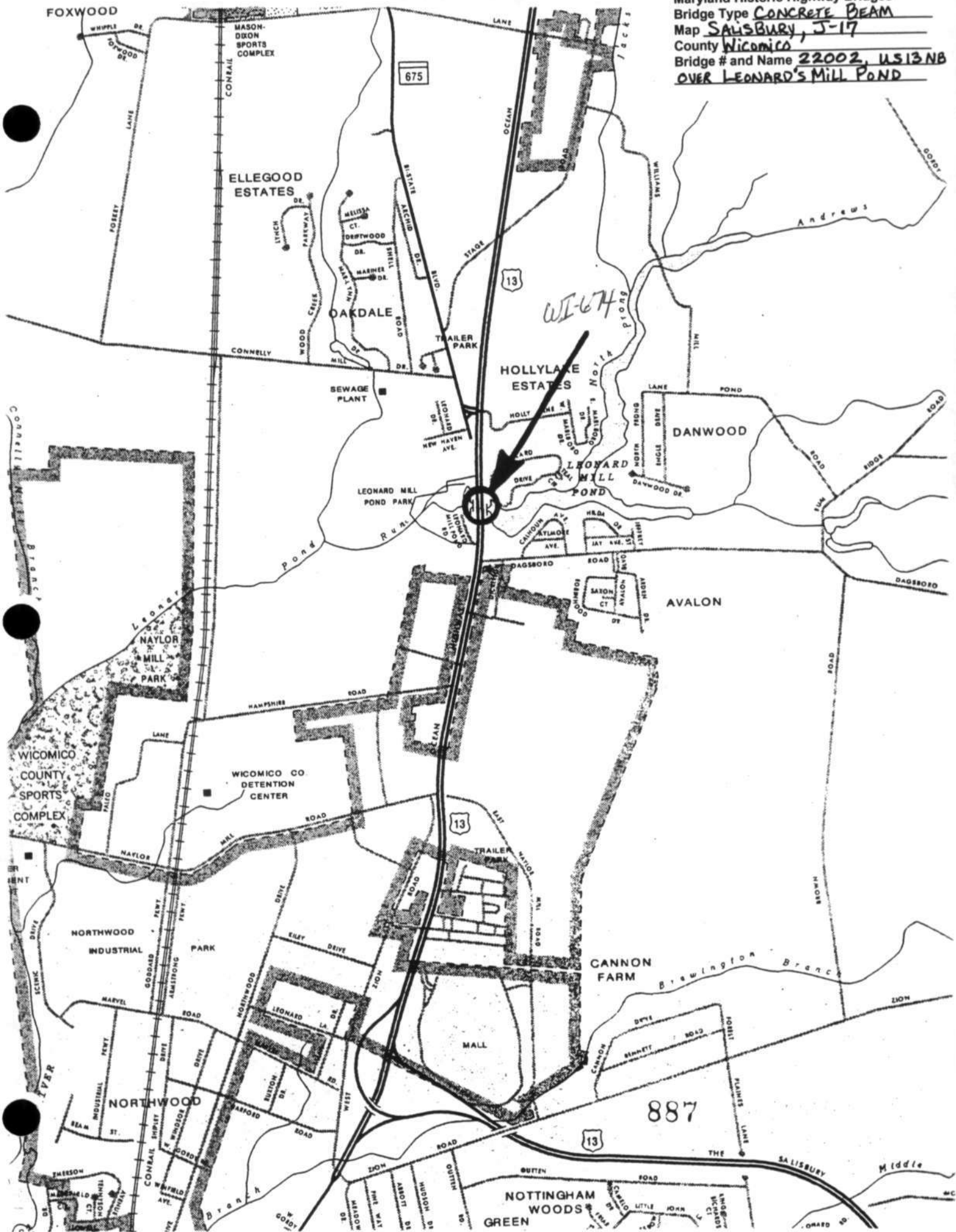
Date: 13 May 1996

Organization: KCI Technologies, Inc.

Telephone: (717) 691-1340

Address: 5001 Louise Dr., Suite 201
Mechanicsburg, PA 17055

Maryland Historic Highway Bridges
Bridge Type CONCRETE BEAM
Map SALISBURY, J-17
County Wicomico
Bridge # and Name 22002, US 13 NB
OVER LEONARD'S MILL POND





WI-674

WILCOMING COURT

MATT BROWN

2-2-25

~~MARSHALL SHED~~

BRIDGE NO. 2002. LOOKING NORTH ON S. 13

1 OF 5



WI-674

WILCOMING COUNTY

MATT HICKSON

Z-2-95

~~MARYLAND SHPE~~

BRIDGE NO. 22002, LOOKING SOUTH ON I.S. 13

2 OF 5



WI-674

WICOMICO COUNTY

MATT HICKSON

7-2-95

~~MARYLAND SHPO~~

BRIDGE 110-22002, LOOKING UPSTREAM (SW)

3 OF 5



WI-674

Wicomico County

MATT HICKON

2-2-45

MARYLAND SHPC

BRIDGE NO 22002, "1953" IMPRINT ON ADJACENT SB
BRIDGE

4 OF 5



WI-674

WICOMICO COUNTY

MATT HICKSON

2-2-95

~~MARYLAND SHED~~

BRIDGE NO 22002, LOOKING DOWNSTREAM (NE)

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